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1. The military airfield west of Kutaisi (42°15' N/42°40' E), Georgian SSR, had a concrete runway and a concrete taxiway to three hangars. A flight control station and administration building, a headquarters building, and five temporary buildings for about 250 to 300 men were on the field. Two of the three hangars had a capacity of 12 to 15 single-engine aircraft each, and the third was used as a repair hangar. (1)
2. The field was occupied by single-engine fighters which were low-wing monoplanes with radial engines and retractable landing gears, biplanes, two Fieseler Storchs, numerous Focke-Wulf Stieglitzes, and some Me-109s. (2)
3. There was intensive flying. The single-engine fighters took off in elements of two and made flights in formations of up to 60 and more planes. (2)

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Spotlights were seen at the field, but night illumination was never observed.

4. The military airfield was west of Kutaisi, just north of a road leading westward. There was a runway on which two planes always took off side by side. A flight control station was on the southern section of the field. Aircraft parking sites were on the northern edge of the field and about six fuel containers, about 1.5 to 2 meters high and 2 meters in diameter, were seen in the northeastern corner. A large repair shop, consisting of a repair hangar and three brick buildings, was across the road from the field. Aircraft in need of repair would taxi from the military field across the main road to the repair shop. (1) The field was occupied by about 100 planes, mostly single-engine low-wing mono-planes with in-line engines, landing gears retracting outward, and two-seater cockpits. P's, former air force soldiers, said that the planes were an improved version of the IL-2 type. (2)
5. A large airfield was west of the military airfield, south of the road, and opposite the Opel Plant. There were three hangars and a runway, about 1.5 km long. (3) It was occupied mainly by military aircraft and some commercial planes. In addition to the aircraft types seen at the military field, twin-engine aircraft also were parked there. (4) Description: Single and noticeably high rudder assembly, plexiglass nose, tail ended in a round plexiglass covering, plexiglass cupola on top of rear section of fuselage, possibly a nose wheel. The commercial planes were twin-engine, painted a silver color, and had nose and tail wheels.
6. The military airfield was just west of Kutaisi and north of the road to Batumi (Batumi) (41°38' N/41°38' E). There was a concrete runway from which a taxiway led to the hangars and barracks buildings on the southern edge of the field. An aircraft repair shop with engine test stands was on the opposite side of the road. (1)
7. The civilian airfield south of the Opel Plant was larger than the military field. There was a concrete runway, four large hangars and an L-shaped flight control station. (3)
8. There was intensive flying at the military airfield, whereas commercial planes only occasionally took off and landed at the civilian airfield. (2) and (4) Twin-engine planes were seen repeatedly at the military field. Description: Presumably radial engines projecting from under the wings, plexiglass nose, plexiglass cupola both on top of fuselage and at end of tail, rather high rudder assembly, landing gear retracting inward, retractable tail wheel. (2)
9. The military airfield was about 1.5x1.8 km. (1) It was occupied by about 80 to 100 single-engine low-wing monoplanes of IL-2 type with two-seater cockpits, 10 to 12 fighters, similar to the Me-109, ten to 12 transports, and about 15 biplanes. (2)
10. Another airfield with two hangars and a weather station was about 1 km west of the field. (3) Commercial planes made intermediate landings there. Many parachute jumps were observed over the commercial field. (4)
11. Three old steel structures with arched corrugated sheet metal roofs, used as repair hangars, were south of the military airfield.
12. Two-story officers' quarters and a weather and signal station which belonged to the field were in the western section of the town and east of the military airfield.

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13. The military airfield west of Kutaisi was bordered by a highway on the south and a ridge on the north. (1) It was heavily occupied in the summer of 1949. The aircraft were parked in several rows on the northern edge of the field. There were mainly single-engine ground attack aircraft, low-wing monoplanes with in-line engines and machine guns pointing upward to the rear; some biplanes. Twin-engine transports with plexiglass upper nose section, a door and several angular windows were used for parachute jumps. (2) The ground attack aircraft were seen flying in formations of up to 50 planes. They practiced firing at sleeve targets and releasing bombs over the mountains north of the field. Parachute jumps were practiced from the transports about twice a week. About 12 to 15 parachutists would jump from each plane. Not more than two or three aircraft were employed simultaneously for parachuting. Individual jumps were occasionally made from the biplanes. (4) Large quantities of bombs were unloaded at the railroad station south of the field. The ammunition unloaded at the railroad station was probably stored in the bunkers in the hills on the northern edge of the field.
14. A civilian airfield which was farther toward the west had a runway and several hangars. (3) Commercial aircraft made intermediate landings at the field. Fighters, similar to the Focke-Wulff and probably with radial engines and square wing tips, took off from the field. (4)
15. An airfield was on the western edge of Kutaisi, between Ulitsa Novaya and Ulitsa Stalina. It was about 1x2 km. A fuel dump of six fuel containers was on the northeastern corner of the field. There was a concrete runway, about 1.5 km long. A workshop and a radio station were in the southern section of the field. There were no splinterproof revetments. The aircraft were parked in two rows on the northern edge of the field. An aircraft repair shop with a railroad siding was just opposite the field, south of Ulitsa Stalina. It consisted of two large hangars, an engine test stand, four temporary buildings, and a repair shop train. (1)
16. The airfield was occupied by an estimated minimum of 300 men. A large portion of the personnel, particularly officers, resided in the town. An air force general lived at No 6 Ulitsa Stalina. He was picked up by a passenger car at his billets daily. (2) About 300 soldiers were repeatedly counted in the southern section of the field when falling in. The soldiers were of various ages; some of them had many war decorations. (5)
17. The military airfield was occupied by five biplanes, four twin-engine transports, ten single-engine fighters, and 90 single-engine ground attack aircraft. (2) Description of single-engine fighters: Two-seater cockpit, radial engine, three-bladed propeller, mid-wing monoplane wings seemed to be very wide, landing gear retracted inward, pilots in tandem had forward vision. Description of ground attack plane: Two-seater low-wing monoplane with in-line engine, three-bladed propeller, propeller hubs white, green, red or blue, landing gear retracting outward, weapon in cockpit pointing upward to the rear, second crew member had vision to the rear.
18. Flying activity was very intensive between February and April 1949. Simple take-offs and landings were practiced. From early May to early June training was increased. Take-offs were made at close intervals and the planes flew for up to two hours. After July, formation flights, mass take-offs, practice bombing and target practice were done. The fighters took off individually, with a take-off run of about 900 meters, did aerobatics and air combat. They had very good flight discipline. The maximum flying time was

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50 minutes. Flights were made in formations of up to nine planes with three planes taking off simultaneously. The aircraft assembled after about five minutes at an altitude of about 1,000 meters, flew for about 50 minutes, and then landed again, three planes in formation. Ground attack aircraft took off individually and used about 900 meters of runway. No acrobatics were seen. The flying time was up to 40 minutes. Flying in formations of up to ten groups of nine planes each was practiced. The aircraft simultaneously took off in flights of up to three, and left in individual formations at an altitude of about 3,000 meters. They returned after about 90 minutes and landed at the field in flights of three. The landing of all 90 aircraft took about 45 minutes. The transports took off individually or in formations of up to three planes. They left westward toward another airfield. Six parachutists jumped from the left door of each plane from altitudes between 800 and 1,500 meters. The parachutists jumped in close succession. They had a large parachute fastened on their backs and a small white chute at their chests. It took about 45 seconds before all six parachutists had jumped out of the plane, and about three or four minutes before the group landed on the ground. The transports were exclusively used for the training of parachutists. (2) Night flights were made only in biplanes. It was learned from conversations with civilians that they also were given night training in biplanes. The aircraft apparently took off and landed without any night landing facilities. The flights were made only on moonlight or starry nights.

19. Another airfield was about 5 km west-southwest of the military airfield, approximately at the end of Ulitsa Stalina. (3) Soviets said that it was occupied by 400 aircraft. (4)
20. No jet planes were seen.
21. The airfield, located 1 km west of the PE camp and just north of the road, extended about 1.5 km in E-W direction and about 1 km in N-S direction and presumably had an asphalt runway. An aircraft repair shop with test stands and a railroad siding was south of the field. (1) About 200 IL-2s and five transports were seen at the field in the spring of 1949, and about 60 to 70 IL-2s and five transports in October 1949. Parachuting was practiced from the transports. Twenty parachutists jumped in two successive waves of ten from each plane. (2)
22. Another airfield, about 1.5x2 km, was south of the road and the Opel Plant, and about 4 km west of the first field. The eastern third of the field was generally called a civilian airfield, and the remaining section was called a military airfield because of the aircraft parked there. There were two E-W runways, each about 1.5 km long. (3) After the spring of 1949 the field was occupied by about 50 IL-2s, fighters, twin-engine Douglas, and about 50 jet fighters with swept-back wings, nose wheels, and noticeably high tails. (4) and (6)
23. The construction of a new fuel dump was started on the northwestern edge of the military airfield, north of the road. (1)
24. The military airfield was some hundred meters west of the town perimeter, between a new road which led to the Opel Plant, and a ridge about 700 meters high. There was a runway parallel to the road. A repair hangar and barracks buildings were south of the road. No construction or expansion work was seen. The landing field was about 800x1,500 to 2,000 meters. (1) About 70 aircraft, including about 50 ground attack aircraft with in-line engines and one cockpit, with weapon firing to the rear, and the rest fighters with radial engines and two-seater cockpits, similar to the P-51 Mustang, and a few biplanes were permanently parked on the northern edge of the field. There was intensive formation flying. (2) The aircraft took off in elements of two, assembled in the air in formations of four flying in a diagonal line.

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25. About 20 to 30 twin-engine aircraft arrived at the field in the summer of 1949. They had radial engines and cupolas on the rear upper third of the fuselage. PWs, former air force soldiers, said that they were duplicates of American type aircraft.
26. The civilian airfield with a hangar, an airport building, and a runway was south of the Opel Plant. (3) In addition to the commercial planes about 70 military aircraft, including about 50 ground attack aircraft and 20 fighters, were stationed there. (4)
27. The military airfield west of Kutaisi was bordered by a ridge on the north and a road on the south. Two old hangars were on the northern edge of the field. There was an E-W runway. A shed was located on the southern section of the field. An aircraft repair shop with two hangars and barracks buildings was south of the road. (1)
28. The field was occupied by 60 single-engine fighters with radial engines and two machine guns in each wing, 15 twin-engine planes, and 20 biplanes. No jet fighters or four-engine planes were seen.
29. In August 1949 parachuting was practiced irregularly. Two twin-engine transports took off about three times a week in the morning and afternoon. About 10 to 15 parachutists jumped from each plane. (2)
30. Parachuting activity increased in early September 1949. Among 15 parachutists who successively jumped from one plane were four or five who fell farther before their parachutes opened. The planes took off once or twice from the military airfield and released the jumpers over the adjacent civilian airfield. (4)
31. An old four-story barracks, about 100 meters long, was about 2 km east of the PW camp, just north of the highway. It was occupied by flying personnel and aircraft mechanics who were trucked to the field daily.

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Comments.

- (1) Sources generally agree as to the location and layout of the two airfields west of Kutaisi. The information on the location and the sketches supplied are certainly correct since they agree with wartime records. The statements indicate that the military airfield is about 1x2 km, has a concrete runway about 1.5 km long, taxiways, three hangars, a flight control station and a repair hangar in the southern section, parking sites for aircraft in the northern section, a fuel dump with six containers in the northeastern corner. Five temporary buildings are on the field, and a barracks, the main quartering facility, on the western perimeter of the town.
- (2) The statements on the occupation of the airfields also agree. The military airfield is continually occupied by about 100 single-engine aircraft, mostly IL-2s or IL-10s, transports, and trainer biplanes. The intensive flying activity supports the previous belief that a pilot school for the training of fighter and ground attack pilots is stationed at the field. The school is certainly of some importance since an air force general, probably the commander of the school, came to the field daily. The parachute jumping practice observed is probably part of the pilot training program. A regular parachute unit is not believed to be stationed at the field.
- (3) The statements on the civilian airfield indicate that it is about 1.5x2 km, has a runway of 1.5 km (one source reports two runways of that length), and two or three hangars.

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- (4) Fighters and ground attack planes, which probably belonged to the school at the military field, seemed to be parked at the civilian airfield. Regular flying activity with fighters and ground attack aircraft is apparently not conducted there. The civilian airfield is used as a commercial field and apparently as a jump area for school parachute practice.
- (5) The observation that some of the air force soldiers wore many war decorations may indicate that regular ground attack units, at least two regiments, were stationed at the field. There is, however, also the possibility that these soldiers with combat experience were employed as instructors in formation flying.
- (6) Since this is the only information that jet aircraft were observed at the field, it is doubted. All other sources stated definitely that no jet aircraft were noticed at the field during the reported time.

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